




Ward Circle
Community
Meeting

A decorative graphic consisting of two wavy, horizontal lines. The top line is red and the bottom line is dark blue, both curving upwards from left to right.

November 17, 2016

Agenda

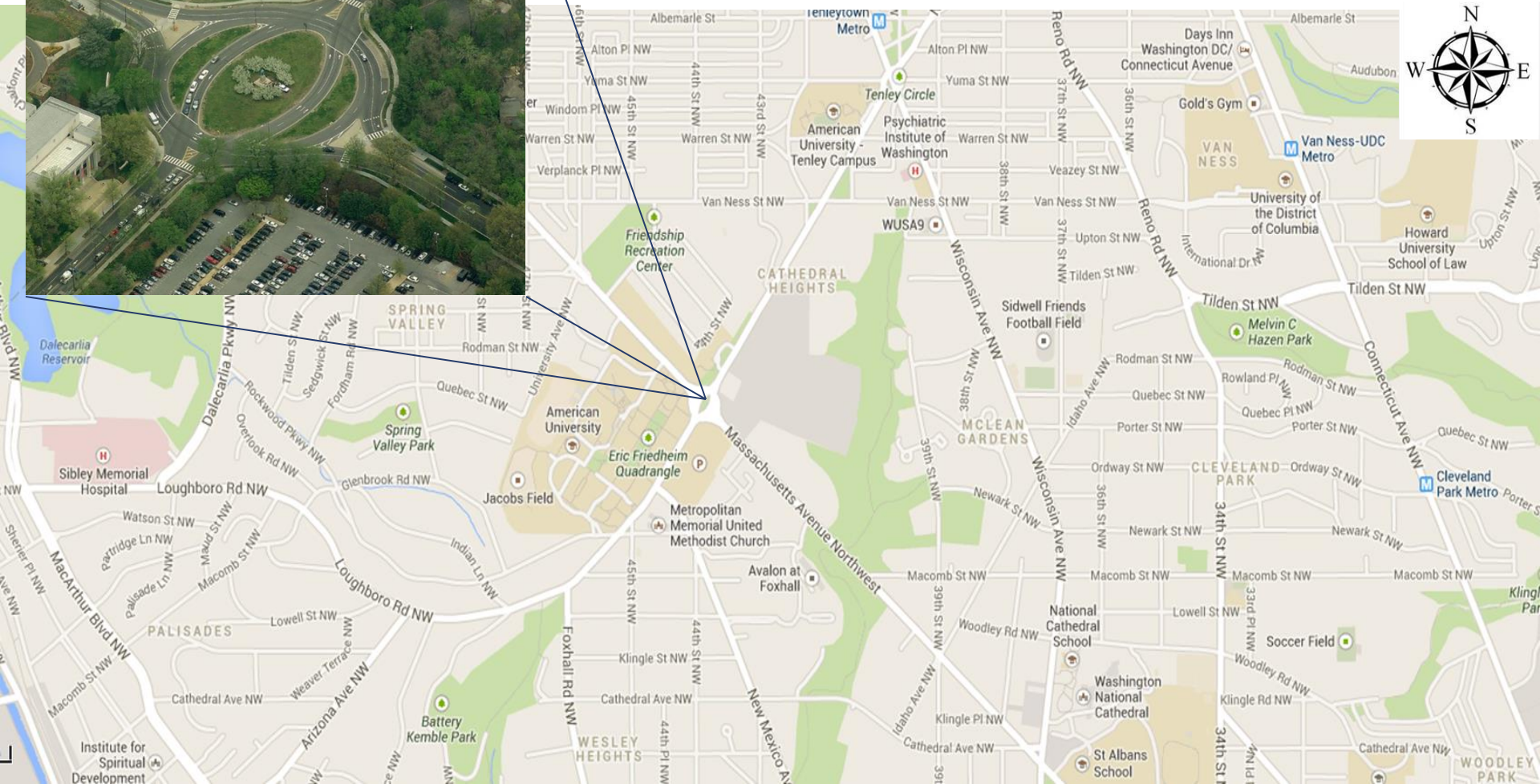
- Overview
 - Existing Conditions
 - History of Previous Studies
 - Alternatives
 - Next Steps
- 

Ward Circle

- Intersection of Nebraska Avenue and Massachusetts Avenue NW
- Nebraska Avenue is signalized
- Massachusetts Avenue is controlled by yield signs
- American University and the Department of Homeland Security are adjacent to the circle




Overview



Goals and Objectives

- Improve transportation safety
- Promote orderly traffic flow
- Minimize impact on existing green space

Existing Conditions

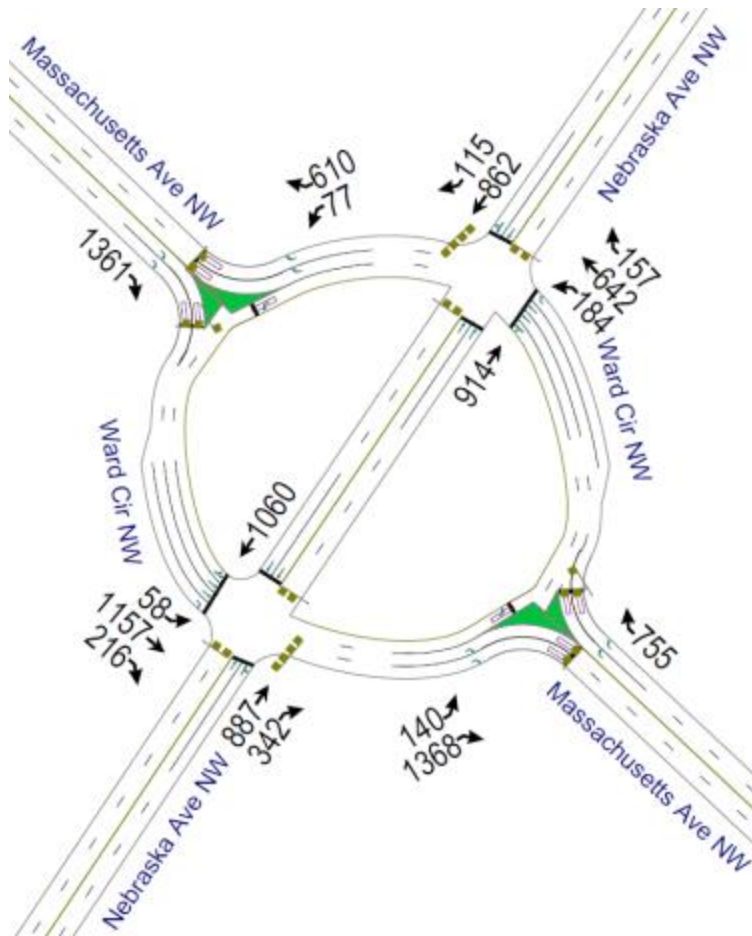
- Average Daily Traffic Volumes
 - Nebraska Avenue – 29,000 vehicles
 - Massachusetts Avenue – 22,000 vehicles
 - Crash Data (2013 to 2015)
 - 60 total crashes
 - 18 injuries
 - 1 crash involving pedestrian
 - 1 crash involving bicyclist
 - Zero fatalities or disabling injuries
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Existing Conditions

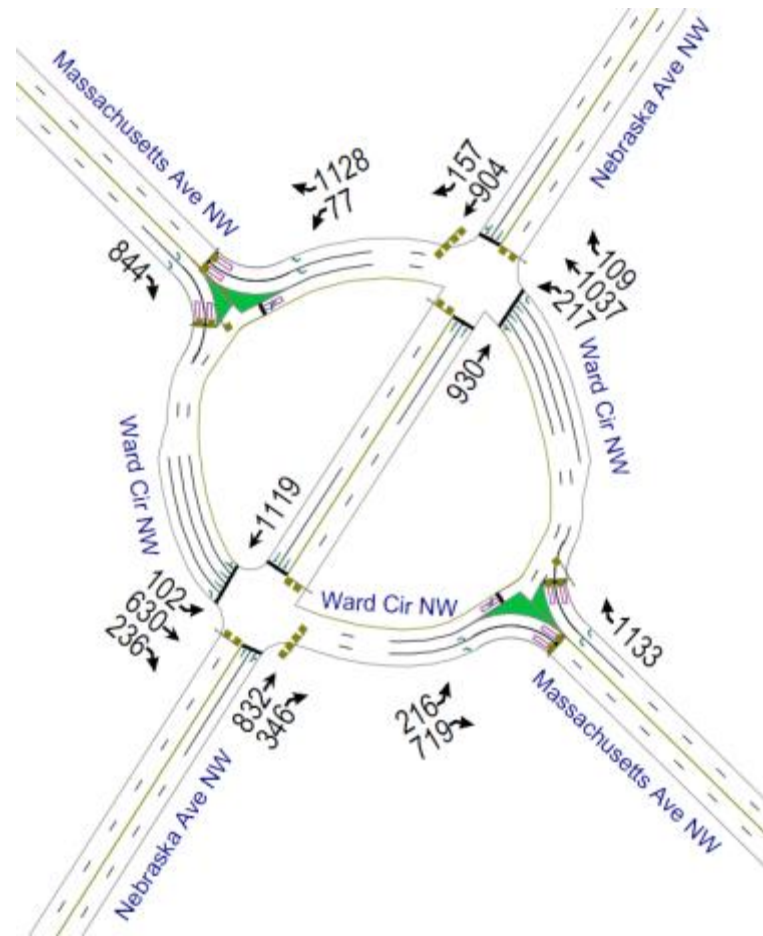
- Signage and Pavement Markings
 - Existing signage and markings direct drivers through the circle, yet operational issues remain
- Bicycles and Pedestrians
 - Most bicycle activity on sidewalk – 20 in AM peak (highest)
 - 300 pedestrians cross during AM peak and 900 during PM peak
- Transit
 - WMATA Buses (40 buses in AM and PM peaks)
 - AU Shuttles (25 in AM peak and 23 in PM peak)

Peak Hour Traffic Volumes

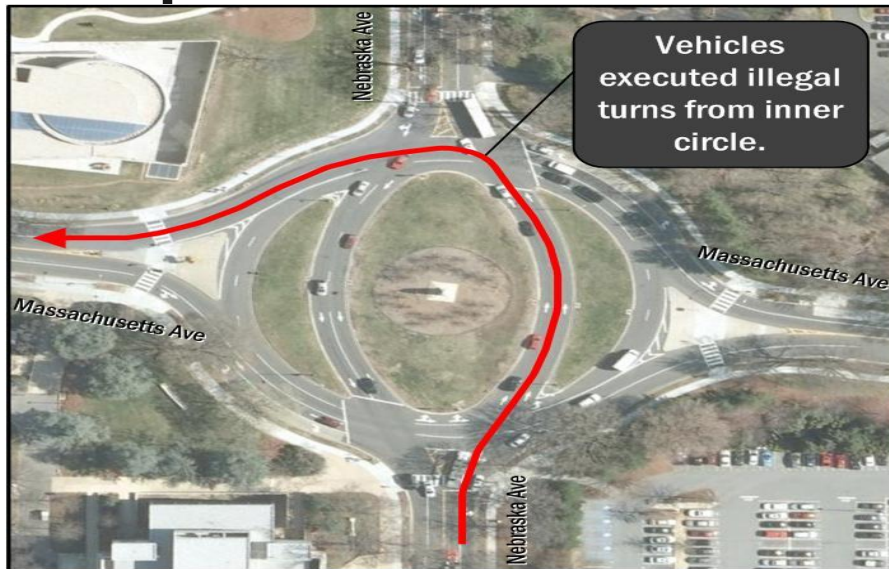
AM Peak Hour



PM Peak Hour



Operational Issues



Legend



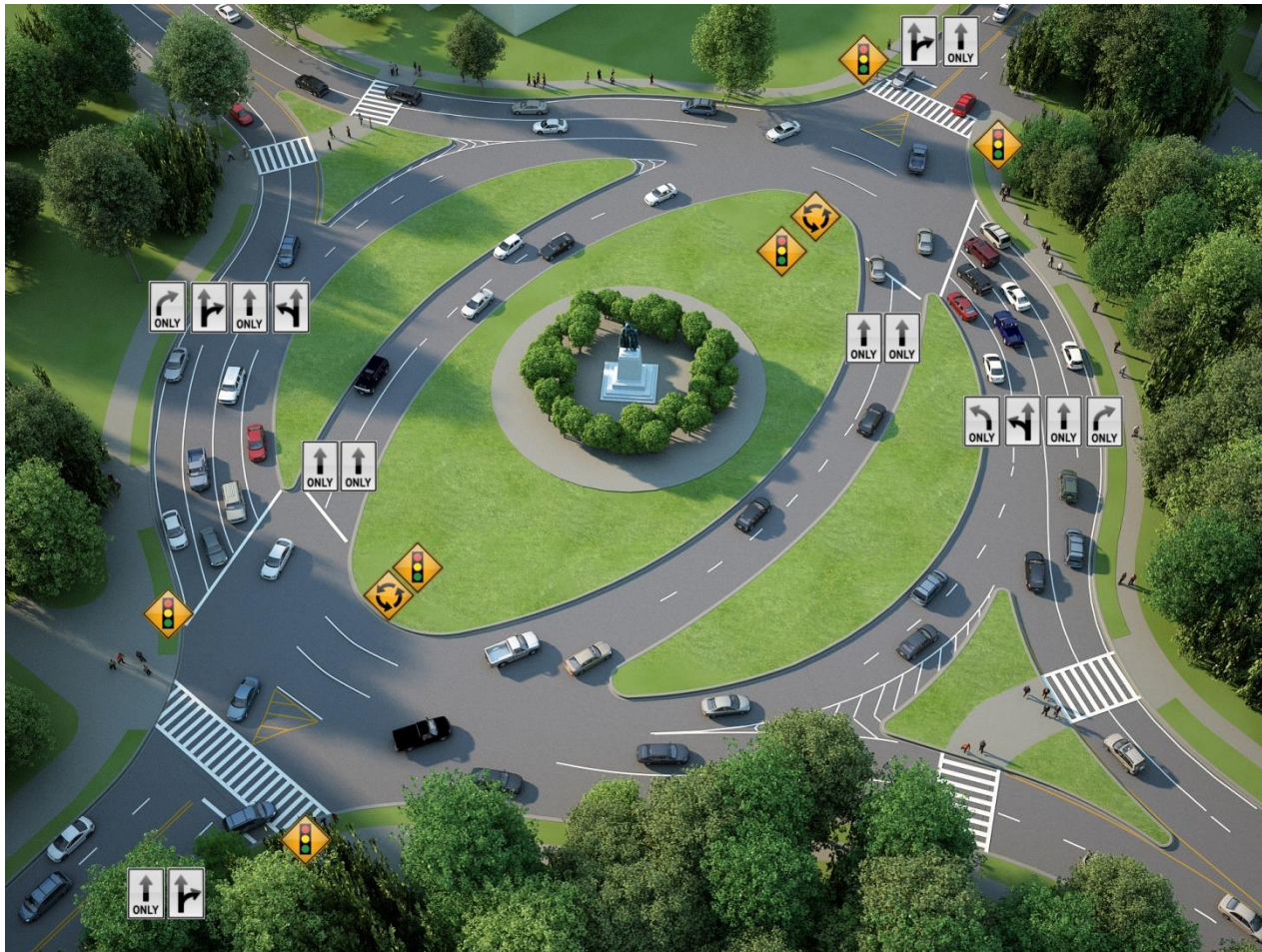
Legal Vehicular Path
Illegal Vehicular Path




Previous Studies

- DDOT Studies
 - Rock Creek West II Livability Study
 - Ward Circle Traffic Safety Issues Study
 - Ward Circle Traffic Operations and Safety Analysis Study
- Vision Zero Action Plan
- American University Campus Plan
- DHS Nebraska Avenue Complex Master Plan

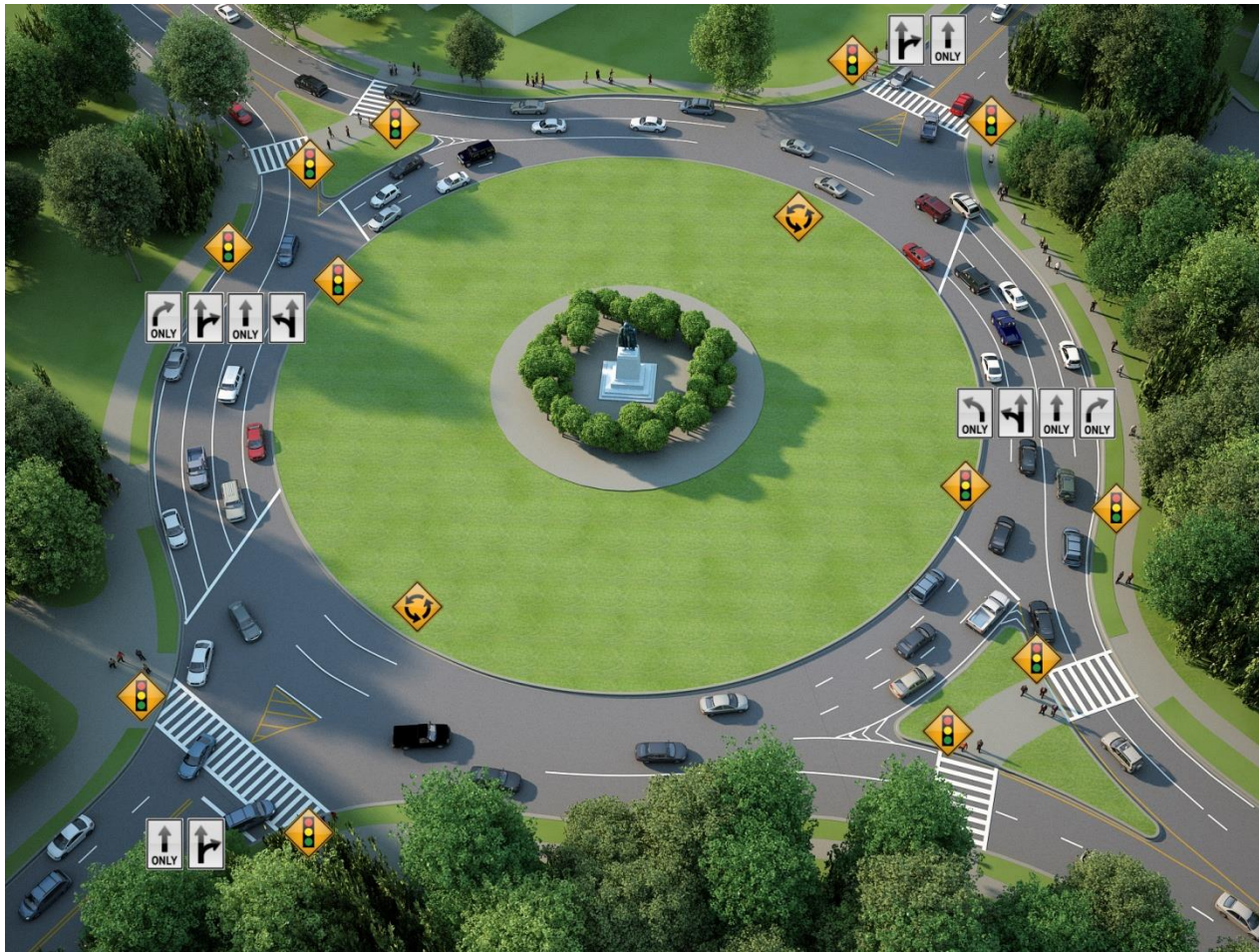
Existing



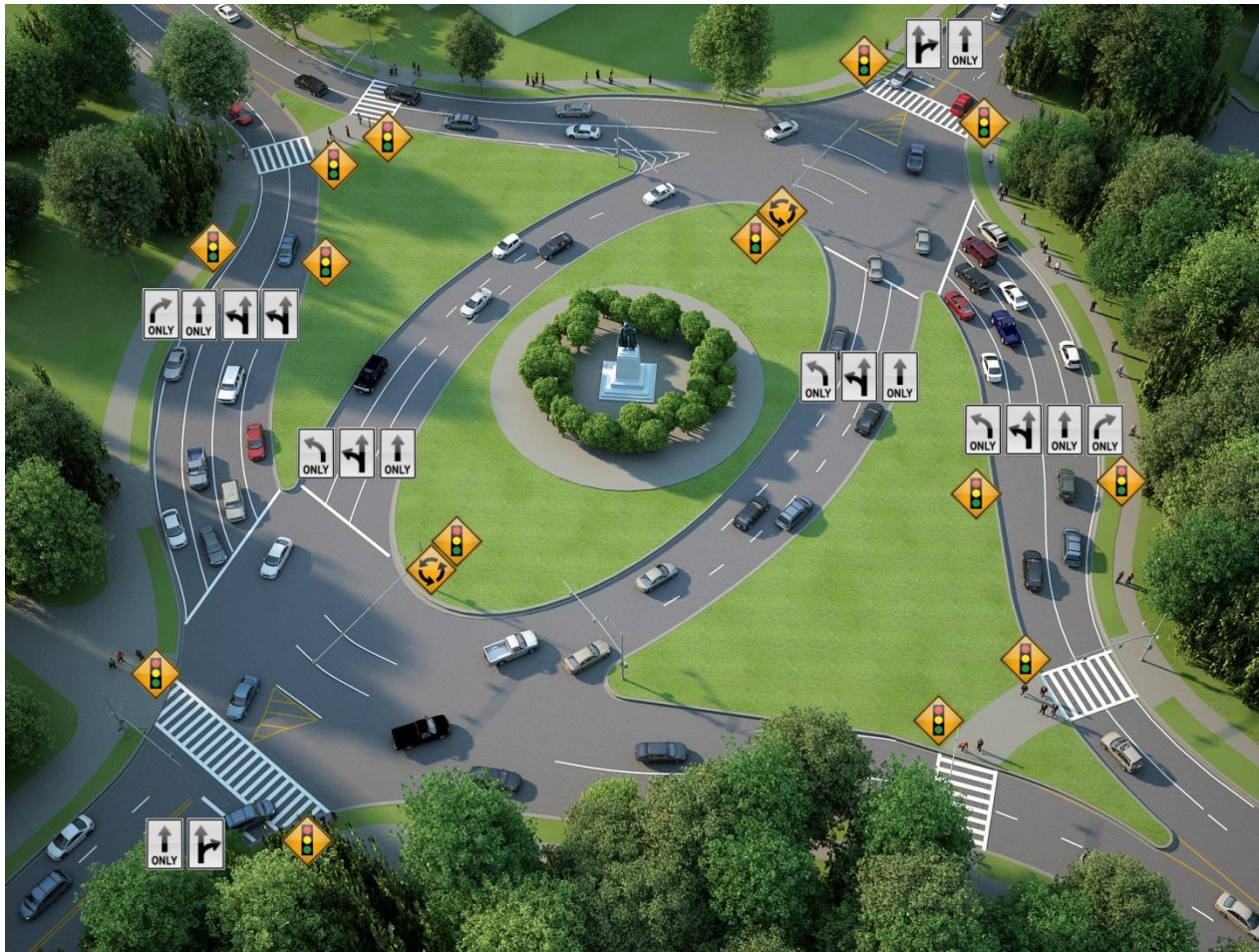
Alternatives

1. Roundabout
 2. Bi-furcated Intersection
 3. Four-Leg Intersection
 4. Fully Signalized
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#1 - Roundabout



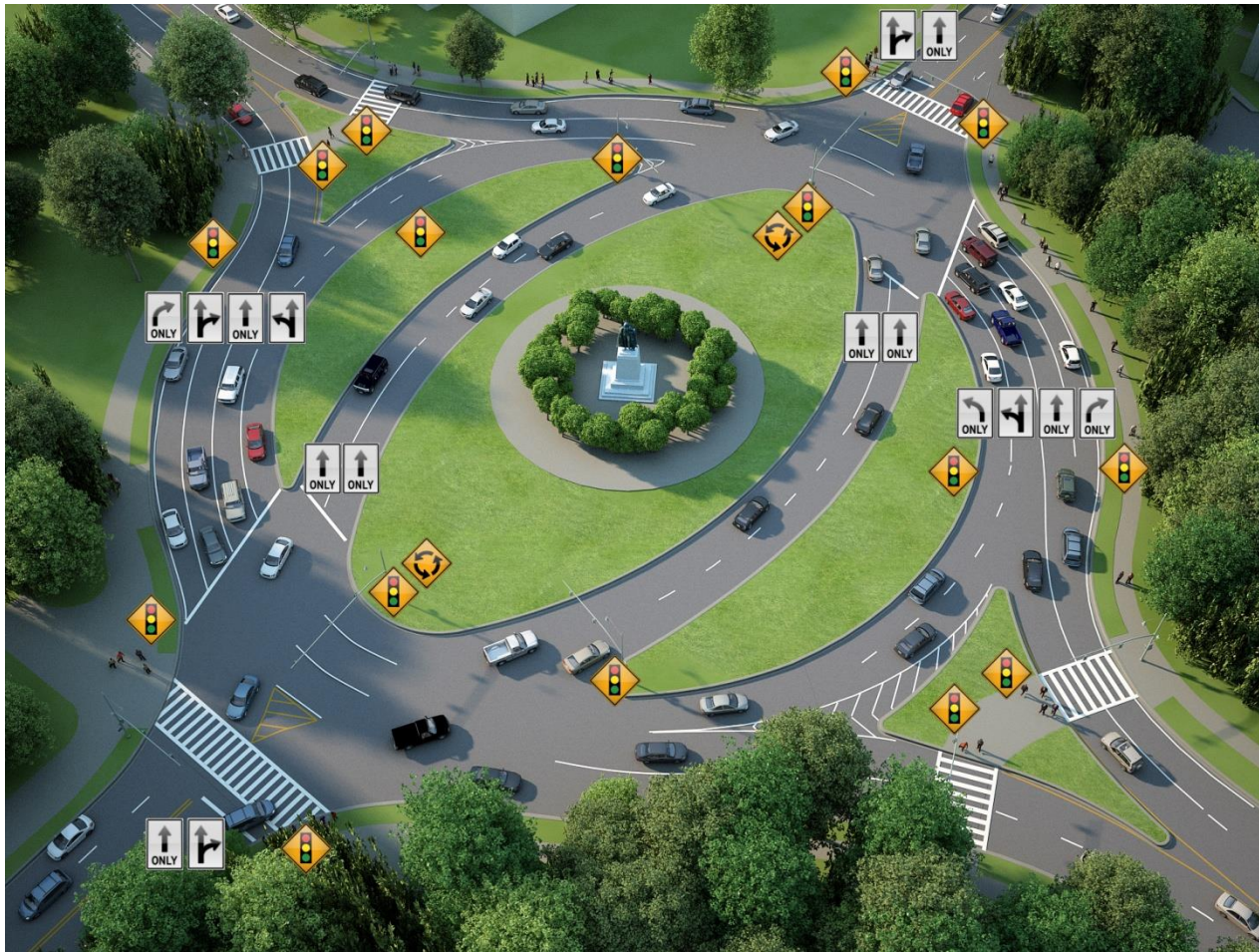
#2 - Bi-furcated Intersection



#3 - Four-Leg Intersection



#4 – Fully Signalized



Evaluating Alternatives

- Improve transportation safety
 - Reducing number of conflicts (pedestrian/vehicle, vehicle/vehicle, illegal turns)
 - Pedestrian safety
- Promote orderly traffic flow
 - Level of service
 - Queue lengths
- Minimize impact on existing green space
 - Changes in right-of-way
 - Access to green space

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Safety	Positive impact	Positive impact	Negative impact	Positive impact
Traffic Flow	Negative impact	Negative impact	Neutral impact	Neutral impact
Green Space	Neutral impact	Positive impact	Negative impact	Neutral impact

Next Steps

- Community feedback
 - Individual feedback tonight and through January
 - Opportunity for ANCs to discuss
- DDOT coordination with stakeholder agencies (NPS and others)
- DDOT to develop design and implementation plans
 - Anticipated start Spring 2017
- DDOT to contract for implementation
 - Date TBD

Send feedback to:

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Project Webpage

<http://ddot.dc.gov/page/ward-circle>





District Department of Transportation

